

## COMBINED PRESOLICITATION/SYNOPSIS FOR SCREENING PARTNERSHIP PROGRAM (SPP) HSTS01-04-Q-OPTOUT

As published in [www.fedbizopps.gov](http://www.fedbizopps.gov), Transportation Security Administration (TSA) is seeking sources to provide security screening services to ensure safe, courteous, and efficient passenger and baggage screening at United States airports. Offerors shall review [www.tsa.gov](http://www.tsa.gov) to learn about the background and the acquisition approach associated with this requirement. To access the SPP information, go to the bottom right heading entitled “Spotlight” and click on the hyperlink directly under “Spotlight” entitled “Screening Partnership Program.” This page contains links to the acquisition approach, program guidance, Frequently Asked Questions (FAQ’s), and press releases. The draft Statement of Work is provided on the Web page for information purposes only. At this time, TSA will be conducting the acquisition process by pre-qualifying offerors to proceed to the next acquisition phase by establishing a Qualified Offeror List (QOL). The following provides a summary of the background acquisition approach for the SPP:

### **BACKGROUND**

The Aviation and Transportation Security Act (ATSA) P.L. 107-71 required the TSA to assume responsibility for passenger and baggage security screening operations at the nation’s airports by November 19, 2002. 49 U.S.C. § 44920 (ATSA §108) provides, in part, that TSA shall allow an airport operator to submit an application to have screening carried out by the screening personnel of a qualified private screening company:

### **APPROACH**

Due to the potential number of airports and private contractors that may be interested in participating in the SPP, and the sensitive nature of the scope of work to be completed, TSA will follow a down-select acquisition approach which is depicted as follows:

Develop Qualified Offeror Lists (QOL) (Phase I)



Select Offerors determined qualified for Qualified Vendor List (QVL) (Phase II)



Issue BOAs to QVL by Region (Phase II)



Issue Airport Task Orders Based on Best Value (Phase III)

The first phase is to establish two Qualified Offeror Lists (QOL’s). One QOL for small businesses and one QOL for large businesses. The QOL’s will pre-qualify offerors seeking to compete for SPP contracts through mandatory GO/NO GO technical and financial requirements. Offerors must pass statutory ATSA requirements and TSA

requirements to be a qualified private screening company. The establishment of the QOL will streamline the acquisition process and allow for TSA to maintain greater control of the contract competition.

After establishing the QOL's, TSA plans to implement the second phase of the procurement by issuing a Request for Proposals (RFP) to those companies on the QOL. The result of the RFP will be to award a Basic Ordering Agreements (BOA) to those offerors evaluated to present the required technical and cost capabilities. A BOA is an agreement among parties (not a contract) with no minimum or maximum guarantee. The RFP will include the objectives of the SPP, key selection steps and dates, and information on the criteria and evaluation of the RFP responses. The QVL will establish the qualified offerors by geographical region who can compete for airport specific task orders. The geographical region will be divided based upon the same regional lines as the TSA Area Directors. However, Offerors and airport applicants will determine which or all of the geographical areas they would like to be considered for in the QOL/QVL process. TSA plans to issue task orders for screening services at a particular airport based upon the area in which the airport exists. Therefore, those offerors and airports on the area QVL for the area in which the airport exists and received a BOA may receive the task order RFP for that airport. TSA plans to evaluate the small business QOL separately from the large business QOL utilizing the same evaluation criteria.

The third phase includes those Offerors on the QVL who have been awarded BOAs. These qualified vendors may compete for airport specific task orders on a best value basis. A BOA is an agreement among parties (not a contract) with no minimum or maximum guarantee. As such, TSA will issue airport specific Task Orders (TOs) containing specific contract requirements, terms and conditions, tailored to meet the needs of specific airports.

Offerors responding to this combined solicitation/synopsis must submit capability and certification statements. The capability and certification statements will address the Aviation and Transportation Security Act (ATSA) mandatory requirements and TSA requirements.

The ATSA and TSA requirements will be evaluated on a Go/NoGo basis. Offerors who **DO NOT** meet the ATSA requirements identified as Go/No Go criteria **WILL NOT** be evaluated further on TSA requirements criteria. Only those qualified screening companies that meet the ATSA and TSA requirements will be placed on the QOL and will be determined to have a reasonable chance to be awarded a BOA and be competitively awarded a task order.

The offeror's initial capability statement shall contain the offeror's best statement of qualifications. The Government reserves the right to conduct communications with any offeror if the Contracting Officer later determines discussions to be necessary.

### **Small Business Participation**

A small business plan has been developed for the SPP. Small businesses are encouraged to participate. As part of the next phase of the acquisition process, TSA plans to evaluate the small business QOL separately from the large business QOL utilizing the same evaluation criteria. It is anticipated that a minimum of two BOAs would be awarded to small businesses for each region when two or more small businesses qualify. The geographical regions are divided into Northeast, Southeast, North Central, South Central and Western.

### **Go/No Go Requirements**

All offerors applying to the QOL will be required to provide the following information which will be used in determining a Go/No Go decision:

#### **A. ATSA Requirements\***

- Must be a Qualified Private Screening Company
- Must Provide Compensation and Benefits not less than the level of compensation and benefits provided to federal government personnel

#### **B. TSA Requirements**

- Hiring Preference for Displaced Federal Employees
- Financial Capability

\*The ATSA requirement for Level of Screening Services will be addressed at the Airport Task Order phase of the acquisition

Below is a description of what the offeror shall provide in the capability statement and the evaluation criteria that TSA will use to determine whether the offeror is assigned a “GO” rating or a “NO GO” rating.

### **ATSA Requirements**

**Private Screening Companies:** Provide proof that offeror is a private screening company and that it is owned **and** controlled by a citizen of the United States: Offerors and airports and any of their subcontractors who are to engage in screening activities must meet the requirements for private screening companies as stated in **Sec. 44920. Private Security Screening Program (“Opt Out”)** subsections (c)(d) and (d)(2) described in the Background section of this plan.

Part A, Subtitle VII of 49 U.S.C. defines “citizen of the United States” in §40102 (a)(15) which states:

*GENERAL DEFINITIONS.—In this part— . . .*

*(15) “citizen of the United States” means*

*(A) an individual who is a citizen of the United States;*

*(B) a partnership each of whose partners is an individual who is a citizen of the United States; or*

*(C) a corporation or association organized under the laws of the United States or a State, the District of Columbia, or a territory or possession of the United States, of which the president and at least two-thirds of the board of directors and other managing officers are citizens of the United States, and in which at least 75 percent of the voting interest is owned or controlled by persons that are citizens of the United States.*

Contractors shall provide the following information to support the above. In addition, TSA may require an offeror to provide additional data if necessary to reach an informed judgment about its qualifications:

- a) The name, address, and telephone number of the offeror.
- b) The form of the offeror's organization.
- c) The State law(s) under which the offeror is organized.
- d) If the applicant is a corporation, a statement provided by the Office of Secretary of State, or other agent of the State in which the offeror is incorporated, certifying that the applicant corporation is in good standing.
- e) A sworn affidavit stating that the offeror is a citizen of the United States.
- f) A list of the offerors subsidiaries, if any, including a description of each subsidiary's principal business and relationship to the applicant, and a list of the applicant's shares of stock in, or control of said subsidiary.
- g) Show all companies of which offeror is a subsidiary and whether or not those companies are themselves subsidiaries of a parent corporation. For each company in the corporate chain, state whether or not it and the parent corporation is organized under the laws of the United States.

The requirement of U.S. citizen ownership and control is a continuing one and all offerors and the resultant contractor must report all substantial changes in operations, ownership or management that affect ownership and control. Substantial interest means beneficial control of 10 percent or more of the outstanding voting stock. Substantial change in operations, ownership, or management includes, but is not limited to, the following events:

- (1) The filing of a petition for reorganization or a plan of reorganization under Chapter 11 of the federal bankruptcy laws;
- (2) The acquisition by a new shareholder or the accumulation by an existing shareholder of beneficial control of 10 percent or more of the outstanding voting stock in the corporation; and
- (3) A change in the president, chief executive officer or chief operating officer, and/or a change in at least half of the other key personnel within any 12-month period or since its latest fitness review, whichever is the more recent period.

**EVALUATION CRITERIA FOR PRIVATE SCREENING COMPANY:**

**GO:** Provides proof that offeror is a private screening company and that it is owned and controlled by a citizen of the United States.

**NO GO:** Does not provide proof that offeror is a private screening company and that it is owned and controlled by a citizen of the United States.

**Compensation and Benefits:** Offerors and any of their subcontractors who are to engage in screening activities must demonstrate that they provide compensation and other benefits to such individuals that are not less than the level of compensation and other benefits provided to such Federal Government personnel.

Pursuant to Section 108 of the Aviation and Transportation Security Act (ATSA) (Public Law 107-71), codified at 49 U.S.C. §44919(f) (screening pilot program) and 49 U.S.C. §44920(c) (opt-out program), qualified screening companies will provide compensation and other benefits to contract screeners "...that are not less than the level of compensation and other benefits provided to such Federal Government personnel...". TSA must verify that each screening company is in compliance with this statute. In order to perform this verification, the contractor shall include this information in their initial capability statement for the basic award, and then quarterly thereafter.

TSA has interpreted the statute to require qualified private screening companies to provide pay and benefits at a loaded cost (direct hour plus percentage cost of fringe benefits) that equals or exceeds the loaded cost of the pay and benefits provided by the Federal Government. This approach: (1) provides the contractor with flexibility to trade additional pay against other benefits, or to enhance certain benefits and reduce others; (2) enables the contractor to determine and provide the best package necessary for the recruitment and retention of quality screeners; and (3) increases flexibility while permitting recruitment and retention of quality screeners. Therefore, during the later phase of the acquisition, the contractors must propose at least the minimum loaded rate when proposing for each airport task order for the direct labor categories of screener, lead screener, and supervisory screener.

The Government has computed the current fringe benefits percentage for screeners as 44.75%. For this phase of the acquisition, this is the fringe benefit rate that shall be utilized for the benefits rate, unless it changes based on escalation. The following chart represents the components of TSA's Fringe Rate. This information is provided to the Contractor for informational purposes:

TSA FRINGE RATE COMPONENTS
Retirement (complete share of weighted CSRS/FERS* cost plus retiree health, social security and Thrift Savings Plan (TSP))
Insurance & Health
Medicare
Misc. Fringe (inclusive of Workman Compensation, Bonuses, Unemployment, etc.)
Other (Holidays, Leave, Vacation)

\*CSRS=Civil Service Retirement System; FERS=Federal Employee Retirement System

In order to evaluate the above, the following information shall be provided:

- (1) The offeror shall certify that they will propose and pay at least the minimum labor rate that is paid to screeners and that for every \$1 of direct labor (compensation), benefits will be not less than 44.75% (**Attachment 1**); and the offeror shall provide support by listing what the benefits package is comprised of.

OR

If the offeror's benefits are less than 44.75%:

- (1) The offeror shall certify that they will propose and pay at least the minimum labor rate that is paid to screeners and that adjustments will be made to the compensation and/or benefits prior to award so that the total compensation and other benefits will not be less than the compensation and other benefits provided to Federal Government personnel (**Attachment 1**); and
- (2) Explain to the Government how these adjustments will be made.

The Government will evaluate the proposed information to determine if there any unallowable costs included in the benefits package in accordance with TSA Clause 3.3.2-1, entitled "TSA Cost Principles" and to verify that the compensation and other benefits package is not less than the compensation and other benefits provided to Federal Government screeners.

**EVALUATION CRITERIA FOR COMPENSATION AND BENEFITS:**

**GO:**

- (1) The offeror certifies that they will propose and pay at least the minimum labor rate that is paid to screeners and for every \$1 of direct labor, benefits will be not less than 44.75% (**Attachment 1**); and
- (2) The offeror provides support by listing what the benefits package is comprised of and the Government determines there are no unallowable costs in the benefit package.

OR

If the offeror's benefits are less than 44.75%:

- (1) The offeror certifies that they will propose and pay at least the minimum labor rate that is paid to screeners or that adjustments will be made to the compensation and/or benefits rates prior to the airport task order award so that the total allowable compensation plus benefits will not be less

than the compensation and other benefits provided to Federal Government screeners (**Attachment 1**); and

- (2) The offeror explains to the Government how these adjustments will be made.

**NO GO:**

- (1) The offeror does not certify that they will propose and pay at least the minimum labor rate that is paid to screeners and that for every \$1 of direct labor, benefits will be at least 44.75% (**Attachment 1**); and
- (2) The offeror does not provide support by providing what the benefits package is comprised of, or the Government determines there are unallowable costs in the benefit package.

OR

If the offeror's benefits are less than 44.75%:

- (1) The offeror does not certify that adjustments will be made to their compensation and/or benefits prior to any airport task order award so that the total allowable compensation plus benefits will not be less than compensation and other benefits provided to Federal Government the screeners (**Attachment 1**); and
- (2) The offeror does not explain to the Government how these adjustments will be made.

**TSA Requirements**

**Hiring Preference for Displaced Government Employees:** All offerors shall certify in **Attachment 2** that they fully understand that displaced Federal Government Employees will be given hiring preference.

**EVALUATION CRITERIA FOR HIRING PREFERENCE FOR DISPLACED GOVERNMENT EMPLOYEES:**

**GO:** Offeror certified that they fully understand that displaced Federal Government Employees will be given hiring preference as a result of privatization of screening services.

**NO GO:** Offeror did not certify that they fully understand that displaced Federal Government Employees will be given hiring preference as a result of privatization of screening services.

**Financial Capability:**

If the offeror receives a “GO” in the ATSA requirements (qualification of the screening company, compensation and benefits), then the offeror’s financial statements will be utilized to compute the bankruptcy prediction model entitled “The Altman Z-Score.” If this score cannot be computed, then Generally Accepted Accounting financial ratios and associated trends will be utilized.

Offerors shall demonstrate the financial capability of the entity based on historical and forecasted financial data by supplying the information below.

The offeror shall provide the following, for the 3 most recent calendar or fiscal years (or since inception), reflecting the financial condition and results of operations of the enterprise current to within 3 months of the date of submitting the offer:

- (1) The Balance Sheet of each relevant corporation;
- (2) The Income Statement of each relevant corporation;
- (3) All footnotes applicable to the financial statements, including:
  - a. A statement as to whether the documents were prepared in accordance with Generally Accepted Accounting Principles, and
  - b. A description the significant accounting policies of each relevant corporation, such as for depreciation, amortization of intangibles, overhauls, unearned revenues, and cost capitalization;
- (4) A statement of significant events occurring subsequent to the most recent Balance Sheet date for each relevant corporation; and
- (5) A statement identifying the person who has prepared the financial statements, his or her accounting qualifications, and any affiliation he or she has with the offeror.
- (6) A list of all actions and outstanding judgments for more than \$5,000 against any relevant corporation, key personnel employed (or to be employed) by any relevant corporation, or person having a substantial interest in any relevant corporation, including the amount of each judgment, the party to whom it is payable, and how long it has been outstanding.
- (7) The number of actions and outstanding judgments of less than \$5000 against each relevant corporation, key personnel employed (or to be employed) by any relevant corporation, or person having a substantial interest in any relevant corporation, and the total amount owed by each on such judgments.

The Offeror shall also provide the North American Industry Classification System Code (NAICS) for their industry.

In order to evaluate financial capability for this phase of the acquisition, the Government will utilize the bankruptcy prediction model entitled “The Altman Z-Score” to compute the Z-Score for the company and compare the Z-Score to the standard indications of the model. The Government will evaluate the trend of the contractor’s Z-Score over the most



recently completed fiscal year and the previous 2 fiscal years. If the computed Z-score indicates an unfavorable or adverse trend, then the Government will review financial capability further by analyzing Generally Accepted Accounting financial ratios.

**EVALUATION CRITERIA FOR FINANCIAL CAPABILITY:**

**GO:** The audited financial statements demonstrate the financial capability of the company based on the Government's analysis of the Z Score or financial ratios, as applicable.

**NO GO:** The audited financial statements do not demonstrate the financial capability of the company based on the Government's analysis of the Z Score or financial ratios, as applicable.

**INSTRUCTIONS, CONDITIONS, AND NOTICES TO OFFERORS**

**The following clauses apply to this solicitation:**

**3.13-4 Contractor Identification Number—Data Universal Numbering System (DUNS) Number** (February 2003)

(a) "Contractor Identification Number," as used in this provision, means "Data Universal Numbering System (DUNS) number, which is a nine-digit number assigned by Dun and Bradstreet Information Services.

(b) Contractor identification is essential for complying with statutory contract reporting requirements. Therefore, the offeror shall submit its DUNS number, annotated as "DUNS" following its name and address on the cover sheet of its proposal.

(c) If the offeror does not have a DUNS number, it should contact Dun and Bradstreet directly to obtain one. A DUNS number will be provided immediately by telephone at no charge to the offeror. For information on obtaining a DUNS number, the offeror should call Dun and Bradstreet at 1-800-333-0505. The offeror should be prepared to provide the following information:

- (1) Company name.
- (2) Company address.
- (3) Company telephone number.
- (4) Line of business.
- (5) Chief executive officer/key manager.
- (6) Date the company was started.
- (7) Number of people employed by the company.
- (8) Company affiliation.

(d) Offerors located outside the United States may obtain the location and phone number of the local Dun and Bradstreet Information Services office from the Internet Home Page at <http://www.dbis.customer/custlist.htm>. If an offeror is unable to locate a local service center, it may send an E-Mail to Dun and Bradstreet at [globalinfo@dbisma.com](mailto:globalinfo@dbisma.com).

**(End of provision)**

**3.2.2.3-14 Late Submissions, Modifications, and Withdrawals of Submittals  
(February 2003)**

(a) Any submittals received at the office designated in the RFI/RFP after the exact time specified for receipt will not be considered unless it is received before award is made and it--

(1) Was sent by registered or certified mail not later than the fifth calendar day before the date specified for receipt of submittals (e.g., an offer submitted in response to a RFI/RFP requiring receipt of offers by the 20th of the month must have been mailed by the 15th);

(2) Was sent by mail or, if authorized by the RFI/RFP, was sent by telegram or via facsimile and it is determined by the Government that the late receipt was due solely to mishandling by the Government after receipt at the Government installation;

(3) Was sent by U.S. Postal Service Express Mail Next Day Service-Post Office to Addressee, not later than 5:00 p.m. at the place of mailing two working days prior to the date specified for receipt of submittals. The term 'working days' excludes weekends and U.S. Federal holidays;

(4) Was transmitted through an electronic commerce method authorized by the RFI/RFP and was received by the Contracting Officer not later than 5:00 p.m. on the date specified for receipt of submittals; or

(5) Is the only submittal received.

(b) Any modification of submittals, except a modification resulting from the Contracting Officer's request, is subject to the same conditions as in subparagraphs (a)(1), (2), and (3) of this provision.

(c) A modification resulting from the Contracting Officer's request received after the time and date specified in the request will not be considered unless received before award and the late receipt is due solely to mishandling by the Government after receipt at the Government installation.

(d) The only acceptable evidence to establish the date of mailing of a late proposal or modification sent either by U.S. Postal Service registered or certified mail is the U.S. or Canadian Postal Service postmark both on the envelope or wrapper and on the original receipt from the U.S. or Canadian Postal Service. Both postmarks must show a legible date or the proposal, quotation, or modification shall be processed as if mailed late. 'Postmark' means a printed, stamped, or otherwise placed impression (exclusive of a postage meter machine impression) that is readily identifiable without further action as having been supplied and affixed by employees of the U.S. or Canadian Postal Service on the date of mailing. Therefore, offerors should request the postal clerk to place a legible hand cancellation bull's eye postmark on both the receipt and the envelope or wrapper.

(e) The only acceptable evidence to establish the time of receipt at the Government

installation is the time/date stamp of that installation on the submittal wrapper or other documentary evidence of receipt maintained by the installation.

(f) The only acceptable evidence to establish the date of mailing of a late offer, modification, or withdrawal sent by Express Mail Next Day Service-Post Office to Addressee is the date entered by the post office receiving clerk on the 'Express Mail Next Day Service-Post Office to Addressee' label and the postmark on both the envelope or wrapper and on the original receipt from the U.S. Postal Service. 'Postmark' has the same meaning as defined in paragraph (d) of this provision, excluding postmarks of the Canadian Postal Service. Therefore, offerors should request the postal clerk to place a legible hand cancellation bull's eye postmark on both the receipt and the envelope or wrapper.

(g) Notwithstanding paragraph (a) of this provision, a late modification of an otherwise acceptable submittal makes its terms more favorable to the Government will be considered at any time it is received and may be accepted.

(h) Submittals may be withdrawn by written notice or telegram (including mailgram) received at any time before award. If the RFI/RFP authorizes facsimile submittals, submittals may be withdrawn via facsimile received at any time before award, subject to the conditions specified in the provision entitled 'Facsimile Submittals.' Submittals may be withdrawn in person by an offeror or an authorized representative, if the representative's identity is made known and the representative signs a receipt for the submittal before award.

**(End of provision)**

**The following clause is included for information:**

**3.3.2-1 TSA Cost Principles (February 2003)**

(a) Transportation Security Administration (TSA) "Contracting Cost Principles" shall be used for:

(1) The pricing of contracts, subcontracts, and modifications to contracts and subcontracts whenever cost analysis is performed; and

(2) the determination, negotiation, or allowance of cost when required by a contract clause.

(b) TSA Cost Principles are incorporated by reference in this contract as the basis for:

(1) Determining reimbursable costs under:

(i) Cost-reimbursement contracts and cost-reimbursement subcontracts under these contracts performed by commercial organizations, and

(ii) The cost-reimbursement portion of time-and -materials contracts except when material is priced on a basis other than at cost;

(2) Negotiating indirect cost rates, when:

(i) TSA has division or corporate contract administration responsibilities;

(ii) Quick Close-out procedures are used; or

(iii) Indirect rate caps are negotiated in the contract.

(3) Proposing, negotiating, or determining costs under terminated contracts;

(4) Price revision of fixed-price incentive contracts;

(5) Price redetermination of price redetermination contracts; and

(6) Pricing changes and other contract modifications.

(c) When contract administration responsibilities rest with another Government agency, the TSA will apply the cost principles of the administering agency for the determination or negotiation of indirect rates not covered by (2)(ii) or (2)(iii) above.

(d) Upon request, the Contracting Officer will provide a copy of the TSA "Contract Cost Principles." Until TSA develops its own Contract Cost Principles, TSA will adopt FAA's Contract Cost Principles, available at: [http://fast.faa.gov/procurement\\_guide/html/3-3-2.htm](http://fast.faa.gov/procurement_guide/html/3-3-2.htm)

### **Specific Offer Instructions**

**Any questions shall be E-Mailed to [OPT-OUT@tsa.dot.gov](mailto:OPT-OUT@tsa.dot.gov). Offerors shall state 'SOLICITATION QUESTION' in subject line of E-Mail or else the question may not be answered.** If a question cites an issue of material importance, the Government intends to provide a written response. The cutoff date for questions is November 18. After that date, no more questions will be answered regarding this sources sought notice. Answers to questions will provided on the OPT-OUT Web page. Clarification may require a formal Amendment to this solicitation. If the Government issues an Amendment to the solicitation, offerors must acknowledge the Amendment(s) as directed, to be considered responsive to this solicitation.

Offerors shall submit an original and 2 copies of their capability statements and certifications. Capability/Certification Statements **may not be submitted or delivered via electronic means including E-mail. Facsimile proposals will not be accepted.**

When offers are hand-carried or sent by courier service, the Offeror assumes the full responsibility for ensuring that the offer is received at the location by the required time. All offers must be closed and sealed as if for mailing and fully identified on the sealed envelope. Please note that there are no provisions for acceptance of late offers sent by overnight courier service, regardless of the date of mailing. The Offeror is hereby notified that the building located at the address stated above is a secure building and only uniformed couriers such as Federal Express, DHL, etc., will be allowed unescorted access into the building. All other couriers will be required to leave packages with the receiving dock for delivery by the departmental mail service. Employees of the Transportation Security Administration **will not be** responsible for picking up packages delivered to the lobbies or the loading dock of the building.

If hand-carried, or sent by courier service or US Mail, each volume of the proposal shall be fastened with a paper clip; stapled or bound proposals will not be accepted. A cover sheet shall be affixed to the outer cover of each volume, which clearly identifies each volume (by volume number and name), original or copy number (e.g., copy 1 of 3), the solicitation number, date of submission, and Offeror's name. Material received that is not compliant with these instructions may not be considered or evaluated.

The capability statement, excluding financial capability information and required certifications, shall not exceed 10 pages. The Offeror's capability statements shall be prepared on standard 8 1/2 x 11 inch pages in portrait orientation. The pages shall be numbered. Notation of proprietary information should be included as appropriate. Offers shall be printed with no more than an average of 12 typewritten characters per horizontal inch and may be single-spaced, (no more than six (6) lines per vertical inch). Text included on figures, charts, and/or matrices may be reduced, but must be readable and must not be used to circumvent the proposal page limitations. Any fold out pages shall not exceed either 8.5 inches x 22 inches or 17 inches by 11 inches, which when folded in half will be no larger than 8.5 inches by 11 inches. The foldout will count as two pages. **The Government will not evaluate content exceeding the page limit.** Migration of information to volumes without page limits to circumvent the limitations is not condoned and may result in that information not being considered.

It is the responsibility of the offeror to ensure that the information to be evaluated is included in the proper section heading. The Government will not try to extrapolate information from other areas of the capability statement to make a complete evaluation of each identified section heading. The capability statement submission must contain an executed statement of Declaration, Attachment 3. The contractor shall sign Attachments 1 through 3 as part of their capability statement submission. Capability statements/certifications shall arrive at TSA-Attention Sheila Roche by 3:00 p.m. Eastern Standard Time on 29 November 2004. The mailing/hand carrying address for TSA is stated below.

11/4/04

DHS-Border and Transportation Security, Transportation Security Administration  
(TSA), Headquarters, TSA, 701 S. 12<sup>th</sup> Street Office of Acquisition, TSA-25-  
Attention Sheila Roche, 10<sup>th</sup> Floor, Arlington, VA 22202

**Point of Contacts**

Sheila Roche, Contracting Officer  
Richie Lieber, Contracting Officer

**DUE DATE:** November 29, 2004

**ATTACHMENT 1**  
**Compensation and Benefits Certification**

If the offeror's benefits are equal to or greater than 44.75% (otherwise state "Not Applicable")

I, \_\_\_\_\_, duly authorized representative of \_\_\_\_\_  
(name of authorized representative) (name of company)  
agree that I will propose and pay at least the minimum labor rate that is paid to screeners and that for every \$1 of direct labor, benefits will be not less than 44.75%, which is the Federal Government's current Fringe Benefit rate for screeners, lead screeners, and supervisory screeners. I have provided support in my offer which provides what the benefits package is comprised of.

\_\_\_\_\_  
Name and Title

\_\_\_\_\_  
Date

If the offeror's benefits are less than 44.75% (otherwise state "Not Applicable"):

I, \_\_\_\_\_, duly authorized representative of \_\_\_\_\_  
(name of authorized representative) (name of company)  
agree I will propose and pay at least the minimum labor rate that is paid to screeners or I agree that adjustments will be made to the compensation and/or benefits the company pays prior to award of any airport Task Order so that the total allowable compensation plus benefits will not be less than the compensation and other benefits provided to Federal Government screeners, lead screeners, and supervisory screeners, and I have explained in my offer how these adjustments will be made.

\_\_\_\_\_  
Name and Title

\_\_\_\_\_  
Date

11/4/04

**ATTACHMENT 2**  
**Hiring Preference for Displaced Government Employees**

I, \_\_\_\_\_, duly authorized representative of \_\_\_\_\_  
(name of authorized representative) (name of company)  
fully understand that displaced Federal Government Employees will be given hiring  
preference as a result of the privatization of screening services.

\_\_\_\_\_  
Name and Title

\_\_\_\_\_  
Date



**ATTACHMENT 3  
STATEMENT OF DECLARATION**

Pursuant to title 18 United States Code section 1001, I \_\_\_\_\_[the individual signing the offer, who shall be principal owner, senior officer, or internal counsel of the offeror], attest that in [my] individual capacity and as the authorized representative of the offeror, have not in any manner knowingly and willfully falsified, concealed, or covered up any material fact or made any false, fictitious, or fraudulent statement of knowingly used any documents which contain such statements in connection with the preparation, filing or prosecution of the offer. I understand that an individual who is found to have violate the provisions of 18 U.S.C section 1001 shall be fined no more than \$10,000 or imprisoned not more than five years, or both.

\_\_\_\_\_  
Name and Title

\_\_\_\_\_  
Date